

Spirit of Jefferson.

Charlestown, W. Va., April 30, 1872.

Democratic and Conservative State Convention.

Pursuant to resolutions of the Democratic and Conservative State Executive Committee, this day adopted, a Democratic and Conservative State Convention is hereby called to meet in the

CITY OF PARKERSBURG.

On Thursday, May 30, 1872, at 11 o'clock, A. M., to nominate candidates for Governor, four Judges of the Supreme Court of Appeals, Auditor, Treasurer, Attorney General and State Superintendent of Free Schools. Also to form an electoral ticket, and select delegates to represent the State in the Democratic National Convention.

J. W. GAZLERN, J. M. JACKSON, T. B. KLINE, JOHN BASS, A. E. SUMMERS, W. H. HOGAN, LEWIS BAKER.

CHARLESTON, April 24, 1872.

Democratic and Conservative County Convention.

The Democratic and Conservative voters of Jefferson County are requested to meet in their respective Townships, on Saturday, the 18th day of May, and elect Delegates to a County Convention, to assemble in Charlestown

on Saturday, the 25th day of May, at 11 o'clock, A. M., for the purpose of choosing representatives of the county in the State Convention which will meet at Parkersburg on Thursday, the 30th of May, at 11 o'clock, to nominate candidates for Governor, four Judges of the Supreme Court of Appeals, Auditor, Treasurer, Attorney General, and State Superintendent of Free Schools, and also to form an Electoral Ticket and select Delegates to represent the State in the Democratic National Convention. Also, to appoint Delegates to a Convention to nominate a candidate to represent the Senatorial District composed of Berkeley, Jefferson and Morgan counties, in the State Senate.

It is hoped the people will give proper attention to this important matter.

JAS. LAW, HOOFF, Chm'n. C. E. Co. Ex. Com.

April 30, 1872.

COUNTY CONVENTION.

As will be seen, the Chairman of the Jefferson County Democratic and Conservative Executive Committee has issued a call for Township Meetings to elect delegates to a County Convention to be held on Saturday, May 25th, the duties of which Convention will be to select representatives for the county in the State Convention at Parkersburg, and also in a District Convention. These primary meetings—which are really the controlling levers of all after operations in our political system—are often too much neglected by the mass of voters. A few attend, delegates are elected, and in County Convention choose the candidates of the party; and then, after the work is done, somebody, who never so much as entered a township meeting, is ready to bolt and fly the track. Let this be changed. Let every voter make it a point to attend his township meeting, see that it is conducted fairly, and select the best and truest men of the party to represent your township in the County Convention, and our word for it, you will be satisfied with their action, whatever it may be.

THE NEW CONSTITUTION.

We present to our readers, in this issue, a considerable portion of the official copy of the proposed new Constitution for the State of West Virginia. The remainder of it we will give in successive numbers, until completed. This is a most important document, and should receive the attentive and careful perusal of every voter in the State. Our comments thereon we defer to future issues, in which we hope to show to our readers the merits of the new instrument and its vast superiority over the old.

SHEN. VALLEY RAILROAD.

In another column we give to our readers the Annual Report of the Board of Directors of the Shenandoah Valley Railroad Company. As everything in regard to the operations of this Company is of vital interest to our people, we do not deem an apology necessary for the space it occupies, but recommend it to their careful consideration.

A circular dated Washington, April 18th, signed by General H. A. Barnum, commander of the Grand Army of the Republic from New York State, General Judson Kilpatrick, of New Jersey, and General W. F. Bartlett, of Massachusetts, has been put forth suggesting that a soldiers' and sailors' convention be held in New York in May next, to formally call upon the Philadelphia convention to nominate a candidate other than President Grant.

The Baltimore American, characterizes the recent performances of the Radicals in Convention in that city as "the most disgraceful scene ever enacted in a deliberative body," and adds that "this may be Republicanism, but it is of such a character that respectable people are being steadily driven away from participation in the party organization." This is very rough on the faithful, but it is nevertheless true.

DEMOCRATIC NATIONAL CONVENTION.—St. Louis April 23.—A meeting of prominent gentlemen to-night adopted a resolution extending an invitation to the Democratic National Executive Committee to hold the National Convention in this city, and appointed a committee to correspond with the National Committee and make arrangements if necessary.

A Cincinnati dispatch states that August Belmont is there, and has expressed his preference for Adams as a candidate to unite upon for President.

SHEN. VALLEY RAILROAD.

We lay before our readers the subjoined Report of the Directors of the Shenandoah Valley Railroad Company which we cordially commend to their careful perusal:

OFFICE OF SHEN. VALLEY R. R. CO., PHILADELPHIA, April 8, 1872.
T. N. Ashby, Esq., etc., Front Royal, Va.:
MY DEAR SIR:—I herewith enclose the Annual Report, for the consideration of the Board and presentation to the Stockholders. I regret that I could not be present at your meeting, but my engagements are such that it is utterly out of the question.

Very Truly Yours,

THOMAS A. SCOTT,
President of S. V. R. R. Co.

Report of the Board of Directors of the Shenandoah Valley Railroad Company.
PHILADELPHIA, April 9th, 1872.

The Directors in presenting their Second Annual Report, deem it expedient to explain the reasons for the slight progress that has been made in the construction of the Road since the last annual meeting.

It will be remembered that a contract for construction was made with the Central Improvement Company on satisfactory terms; but under that contract the Railroad Company was required to secure the right-of-way.—This the Company was unable to do in consequence of the excessive price demanded by land owners, and the contractors for the work were thus seriously embarrassed and delayed. To have complied with these demands would have absorbed a large part of the funds provided and required for construction, and the contractors were under no obligations to make advances for said purposes.

The present Board, after their organization, became satisfied that it would be much more to the advantage of the Company to proceed with the construction of the Road continuously from its northern terminus instead of at an intermediate point. They could discover no advantage in first building the expensive portion of the line to Luray, when a smaller expenditure would construct the whole division from the Potomac to Front Royal, and bring it into connection with roads leading to Philadelphia and New York.

Influenced by these considerations the Board ordered the discontinuance of work in Warren and Page counties, where about fifteen miles had been graded, and a transfer of the forces to Jefferson and Clarke counties. It was expected that this transfer would be made promptly, but no sooner was it known this work was to be commenced in these counties, than a similar disposition to exact excessive land damages was shown. The Railroad Company having failed to secure the right-of-way, the contractors could do nothing. At last compromise was effected; the Company agreed to pay a certain sum, and the citizens of Shepherdstown, with public spirit and liberality that cannot be too highly commended, generously volunteered to contribute the residue necessary to clear the right of way through a great portion of the county of Jefferson.

In Clarke county but little difficulty was experienced. The agents who took the work in hand proved active and efficient, and the discharged their duties fairly and equitably. So that at last after causing almost a year's delay, these vexatious questions may be considered as settled and the chief obstacle to the rapid construction of the Road removed.

The whole Road between the Potomac River at Shepherdstown and the intersection with the Manassas Gap Railroad, near Front Royal, is now in progress of construction and will doubt be completed at an early period. It is believed that the resources of the Company will suffice to grade the entire Road, from the Potomac to Luray, provided, that no payment for land damages in Warren and Page counties; your Board recommend that the line between Front Royal and Luray be put under contract as soon as right-of-way shall have been secured, but that no work be done thereupon until that is accomplished.

Of the great appreciation in the value of property that must result from the construction of this Road, it is believed that the citizens of Warren and Page counties will meet the question in a liberal spirit, and if a few individuals should refuse the right of way, it is hoped that either by private subscription, or as at Shepherdstown, by a general tax, a sufficient sum will be raised in each county to provide the right-of-way without cost to the Company.

When the line shall have been graded between Shepherdstown and Luray, no difficulty is apprehended in providing means, by an issue of bonds, to lay the track and extend the grading to the Chesapeake and Ohio Railroad, at Staunton.

The line between Luray and Staunton has been surveyed, but not finally located; a considerable portion of it can be graded at very moderate expense, but a section of about twelve miles, near the Shenandoah Iron Works requires further and careful examination to determine the best route. The location should be made as soon as practicable, and construction commenced.

It is believed that the entire line to Staunton can be completed in two years. Before the end of the present year, 1872, the Chesapeake and Ohio Railroad will be completed to the Ohio River, and your Road by this connection expects to secure a large through business passing to and from New York, Philadelphia and other northern cities. It is expected that the Cumberland Valley Railroad Company will make the necessary connection south of the Potomac without expense to this Company.

The Shenandoah Valley, as is well known, possesses a soil naturally equal to that of Lancaster and Cumberland Counties in Pennsylvania, while the climate is superior for all agricultural products. These advantages, with the comparative low price of lands, must stimulate immigration to a great extent, and develop in a few years a large business for the Road in live stock and the products of the soil. A still heavier tonnage, however, will be thrown, upon the Road by the development of the mineral resources of the county. Beds of the richest hematite ore extend over many miles. Anthracite coal can be brought down over the Cumberland Valley Railroad; thus furnishing loading for ore to both directions and yielding a large profit to the Company even at very low rates of transportation. Bituminous coal and coke can also be brought from the line of the Chesapeake and Ohio Railroad.

The success of railroad enterprise where circumstances have been less favorable for the development of trade and travel, affords a guarantee that, with the large through and local resources of the Shenandoah Valley R. R., the line between the Potomac River and Staunton, even without further extension, will not only pay the interest on its bonded debt, but also, in a reasonable time, fair dividends upon its stock.

SOUTHWESTERN EXTENSION. Although the Shenandoah Valley portion of the line, for reasons previously stated, cannot fail to be remunerative, yet it is the southwestern extension from Jackson's Run, Virginia to Russellville, Tennessee, that will

throw upon the Road by far the greatest valuable resources and establishing through connections with the lines running to Mobile, Jackson, Memphis and New Orleans.

The Chief Engineer General Haupt, has completed an experimental survey and submitted an approximate estimate of cost, which confirms the results of the reconnaissance of the previous year. The distance from Jackson's Run to Russellville is found to be 233 miles, of which nearly 200 miles approximate the face line; and the heavy work will not exceed, altogether, 40 miles, the heaviest being on the Allegheny division, between Jackson's Run and New River, and consisting of 11 miles on Potts Creek and 9 miles on Big Stony Creek—in all 20 miles. General Haupt reports that the cost of grading and bridging this whole division (61 miles) will not exceed one-third the cost of the corresponding division of the Chesapeake and Ohio R. R. (64 miles).

The line is unusually free from tunnels and bridges, the ruling maximum gradient ascending eastward, will be thirty feet to the mile, using assistant engines only at two points, viz., four miles at the summit at the head of the Holston River, and ten miles ascending from New River. The line traverses, or is in close proximity, to Limestone Valleys throughout its entire extent. It passes through the whole length, fifteen miles of the Gypsum deposit of Southwest Virginia, the only one of great extent in the United States, and also for twenty miles through the deposit of variegated marble of East Tennessee. It crosses the salt works of Saltville, the capacity of which is estimated ten millions of bushels per annum; iron ores of high grade abound on the line; the lumber is of superior quality and of every variety, and the live stock business must be very large. The coal is reached by a branch leaving the main line either at Rocky Gap or the mouth of Wolf Creek.

In view of the importance of this Southwest extension the Board recommend that active measures be taken to procure the right of way and grounds for shops and depots in this county, and local subscriptions, and they trust that the people of that section of the State will act in such a liberal spirit as to insure its early completion.

By order of the Board,

THOMAS A. SCOTT,
President.

The Washington Depot Site.

The Senate Committee on the District of Columbia held a meeting on the 15th instant, and heard an argument by President Garrett, of the Baltimore and Ohio road, against the passage of the House bill granting the grounds at Sixth and B streets, Washington, to the Baltimore and Potomac Railroad Company for a depot. We regret that we have not space for the whole discussion, but give place to the following. In the course of his remarks, Mr. Garrett said:—

I have no desire to criticize, except that it becomes a duty, as the effort has been made to control this whole subject by surrounding it with untenable charges and prejudice against the Baltimore and Ohio company.—The tariffs of the Northern Central company exceed those of the Washington Branch.—The charges by the Washington Branch have been uniformly moderate and reasonable, its business has been attended to with promptness, care, and promptness, whilst its passenger cars have been carried with singular success and safety. When the Potomac river was blocked during the war the Baltimore and Ohio company, to aid the citizens of Washington in distributing provisions, fuel, &c., sent carts and horses and men from Baltimore, without any charge whatever. It acted liberally and effectively for the interests of this community.

Mr. Cameron. You sent your locomotives and cars to the Valley of Virginia to prevent carrying our troops here.

Mr. Garrett. I have heretofore, and on marked occasions, corrected your misstatements on this subject. You must remember that the President of the Baltimore and Ohio company was fully vindicated in a discussion with yourself before the Secretary of the Treasury, now Chief Justice Chase, and that the Governor of Ohio, (Governor Denison,) not only distinctly disapproved, but expressed his appreciation of our action in reference to the transportation of the troops. In reference to our locomotives and cars in Virginia, only such were there as were in the regular course of business, and I take leave to say that I have always been convinced that the engines and cars of the Baltimore and Ohio company lost and destroyed in Virginia were the property of the Government, and not of the War Department, under your administration.

Mr. Cameron. Your Baltimore people burnt our bridges on the Northern Central road.

Mr. Garrett. People in the vicinity of your road burnt your bridges. In reference to the 6th Massachusetts regiment, on the 19th of April, when all the officers of your road abandoned their posts, those of the Baltimore and Ohio company performed their duty without regard to peril. The president of the company personally managed the train and secured their safe and successful transportation from our station to Washington.

Now, sir, this gentleman is a Senator. In the Senate he fulminates his antagonisms to the Baltimore and Ohio company, and therefore it is proper to take this opportunity to present those facts. The Baltimore and Ohio company asks justice; nothing else; only the liberty to serve the public on equal terms with a rival road. Will not obtaining equality be beneficial to the public? Look at the reduction of the Connellsville road. A reduction of twenty-eight per cent. in the cost of freight between Pittsburgh and Baltimore was at once secured. You will find, when the Metropolitan road is completed, similar results will follow.

WESTERN MARYLAND RAILROAD.—The regular monthly meeting of the Board of Directors of the Western Maryland Railroad was held yesterday at the office of the company, on North Calvert street. No business of special public interest was transacted. The track is now laid to within one and a quarter miles of Hagerstown, and last week the work was begun on the heavy sections beyond Hagerstown. Except at Hagerstown and its immediate vicinity, and at Williamsport, the grading will be comparatively light, and the work will be pushed as rapidly as possible. As yet the right of way through Hagerstown has not been obtained, but a jury has been ordered to condemn the right through a farm and a house which will be required.

[Balt. Gazette, 24th.]

FATAL LOCOMOTIVE BOILER EXPLOSION. Parkersburg W. Va., April 23.—On the Baltimore and Ohio railroad, yesterday, an engine of the way freight train east exploded her boiler near this place, instantly killing the engineer, Milton Parker, and freeman, Daniel Nelson, and injuring Michael Egan, brakeman, so seriously that he died in a few hours. The boiler was thrown three hundred and fifty feet. Three cars were thrown into the creek on one side of the bank, the tender and running gear of the engine remaining on the opposite side.

Mount Vesuvius is reported to be in a state of violent eruption, and to present a scene of unwonted grandeur. Naples is crowded with visitors, and tourists are arriving from all parts of Europe to witness the spectacle.

James O'Neill has just been released from the Rhode Island State prison, having, after eight years' incarceration been proved innocent.

Letter from West Virginia.

In the Chambersburg, Pa., Valley Spirit of last week, we find the following:—

CHARLESTOWN, W. VA., April 20, 1872.
Messrs. Editors: The good people of West Virginia begin to feel as if an era of prosperity was drawing upon their young mountain Commonwealth. The Convention has adjourned and the constitution framed by it will be submitted to the people in August for ratification or rejection. There is not much doubt of its ratification by a very handsome majority of the popular vote.—There are many and serious objections to the present organic law; nor is it strange that a constitution framed at the time, and under the circumstances, should be a tissue of blunders and mistakes. The present constitution appears to be a sort of patch-work, made up of the most objectionable features of the different State constitutions. We have now a prospect for something better.

In addition to the favorable change in governmental affairs, we have other causes for congratulation. Railroads are springing up, turnpikes are being made and a better system of agriculture is being adopted. In fact, our people begin to realize that they have everything—soil, water-power, proximity to the double sea, but not least—the brains to make this beautiful Shenandoah Valley one of the most wealthy, prosperous and attractive spots on this continent.

The Shenandoah Valley Railroad, beginning at Shepherdstown on the Potomac, and passing through this place is destined to become the great thorough line from New York to New Orleans. This road is being constructed now, and will make connection with the Cumberland Valley road. You Chambersburg people, who differ as widely as night and day, in the theory of crushing the trade by taxing it to death will not break it up, but will transfer it to the hands of bad men unfit for the business.

The occupation of Bar-keepers, per se, (of itself) is respectable enough. Who dares repudiate the trade of the "wholesale dealer in fire liquors." Yet, if it be wrong to sell whisky by the gill, why is it not four times as wrong to sell by the pint; if it be wrong to sell by the gallon, why is it not forty times worse to sell by the barrel.

But as the law stands who has the right to say the taxes shall discriminate against bar-keepers. Taxes are imposed for the sake of revenue, not to regulate morals. The State levies a tax to get money to carry on the government; the county levies a tax to build bridges, make roads, &c., but it is no part of the duty of a tax gatherer to regulate and conserve the public morals—the penal laws do that. You don't hang a murderer to raise money to be put on a cheering log and we hope to see a good crop.

OGLETHORPE. We cordially second the invitation of "Oglethorpe," and invite the good and true men of the Cumberland Valley to immigrate to this county. Whilst we have no use for and but little consolation to give miserable, prying carpet-baggers; yet we extend the right hand of fellowship to every honest Northern man, who comes among us with the intention of identifying himself with the interests of our community, and aiding in developing our resources and building up our waste places. We have a number of such already in our county, and there is yet room for many more.

THE LEEBORG POISONING CASE.—The Prisoner in Her Cell.—From the Leesburg Mirror of last week we copy the following:—The prisoner is comfortably lodged in her cell on the first floor of the Leesburg Jail, and is perfectly resigned to her imprisonment. Her apartment is well furnished with her own furniture, while a few pictures hung upon the rough walls, and two or three flowers growing in the window, serve to relieve the room of much of its gloom, and lend to it an air of comparative comfort. The prisoner seems cheerful—converses with calmness and apparent composure—speaks warmly of those who have her in charge, and says that she is in jail, she has no desire to be BAILED. That if released upon bail, and in her own house, she would have no disposition to go out, and does not therefore, feel that she is any more a prisoner where she is; besides in her present quarters, she is quiet, and relieved from hearing much that would probably be disagreeable, were she elsewhere.

We have thus given the facts in this case, with such incidents as we suppose would be interesting to the public, without expressing any opinion as to the guilt of the prisoner. The circumstances attending the entire transaction have woven a dark cloud, that now rests with portentous fury over her head; yet it is possible, that the penetrating eye of the law may pierce through the accumulated mists, and in so doing purify the moral atmosphere of the taint that rendered investigation necessary. Until then, let us not judge too harshly, but endeavor to exercise towards the unfortunate woman—who, if proven guilty, we are bound to pity,—those cardinal virtues "Faith, Hope and Charity."

MRS. MARGARET J. PRESTON.—We take great pleasure in transferring to our columns the following article from the Charleston Courier of the 16th ultimo:

Honor to a Southern Writer in England.—Recently the Premier, Mr. Gladstone, referring to the recovery from the late fatal illness of the Prince of Wales, adduced as one proof of American sympathy in his behalf the beautiful poem called "Sandringham," composed by a Southern poetess, par excellence, Mrs. Margaret J. Preston, of Lexington, Va., which she styled a "poem of extraordinary merit." Soon after, the editor of the London Cosmopolitan, who had republished "Sandringham" from the columns of the New York Albion, came out with the following paragraph:

"We are sure," he said, "that it will gratify Mrs. Preston, of Virginia, to be informed that his Royal Highness, the Prince of Wales, has written a letter of thanks for republishing her beautiful poem 'Sandringham,' in the Cosmopolitan." Such honors to a Southern woman of genius should delight every patriot in our section, and be noticed by our press everywhere.

The shock of an earthquake is reported at Ashland, Hampshire Co., Thursday night, between 8 and 9 o'clock. In Frederickburg, at the time indicated, we had one of the severest flashes of lightning, and heaviest claps of thunder seen or heard for years. The thunder must have jarred the Ashlandites—that's all.—Fredericksburg Herald.

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But as the law stands who has the right to say the taxes shall discriminate against bar-keepers. Taxes are imposed for the sake of revenue, not to regulate morals. The State levies a tax to get money to carry on the government; the county levies a tax to build bridges, make roads, &c., but it is no part of the duty of a tax gatherer to regulate and conserve the public morals—the penal laws do that. You don't hang a murderer to raise money to be put on a cheering log and we hope to see a good crop.

OGLETHORPE. We cordially second the invitation of "Oglethorpe," and invite the good and true men of the Cumberland Valley to immigrate to this county. Whilst we have no use for and but little consolation to give miserable, prying carpet-baggers; yet we extend the right hand of fellowship to every honest Northern man, who comes among us with the intention of identifying himself with the interests of our community, and aiding in developing our resources and building up our waste places. We have a number of such already in our county, and there is yet room for many more.

THE LEEBORG POISONING CASE.—The Prisoner in Her Cell.—From the Leesburg Mirror of last week we copy the following:—The prisoner is comfortably lodged in her cell on the first floor of the Leesburg Jail, and is perfectly resigned to her imprisonment. Her apartment is well furnished with her own furniture, while a few pictures hung upon the rough walls, and two or three flowers growing in the window, serve to relieve the room of much of its gloom, and lend to it an air of comparative comfort. The prisoner seems cheerful—converses with calmness and apparent composure—speaks warmly of those who have her in charge, and says that she is in jail, she has no desire to be BAILED. That if released upon bail, and in her own house, she would have no disposition to go out, and does not therefore, feel that she is any more a prisoner where she is; besides in her present quarters, she is quiet, and relieved from hearing much that would probably be disagreeable, were she elsewhere.

We have thus given the facts in this case, with such incidents as we suppose would be interesting to the public, without expressing any opinion as to the guilt of the prisoner. The circumstances attending the entire transaction have woven a dark cloud, that now rests with portentous fury over her head; yet it is possible, that the penetrating eye of the law may pierce through the accumulated mists, and in so doing purify the moral atmosphere of the taint that rendered investigation necessary. Until then, let us not judge too harshly, but endeavor to exercise towards the unfortunate woman—who, if proven guilty, we are bound to pity,—those cardinal virtues "Faith, Hope and Charity."

MRS. MARGARET J. PRESTON.—We take great pleasure in transferring to our columns the following article from the Charleston Courier of the 16th ultimo:

Honor to a Southern Writer in England.—Recently the Premier, Mr. Gladstone, referring to the recovery from the late fatal illness of the Prince of Wales, adduced as one proof of American sympathy in his behalf the beautiful poem called "Sandringham," composed by a Southern poetess, par excellence, Mrs. Margaret J. Preston, of Lexington, Va., which she styled a "poem of extraordinary merit." Soon after, the editor of the London Cosmopolitan, who had republished "Sandringham" from the columns of the New York Albion, came out with the following paragraph:

"We are sure," he said, "that it will gratify Mrs. Preston, of Virginia, to be informed that his Royal Highness, the Prince of Wales, has written a letter of thanks for republishing her beautiful poem 'Sandringham,' in the Cosmopolitan." Such honors to a Southern woman of genius should delight every patriot in our section, and be noticed by our press everywhere.

The shock of an earthquake is reported at Ashland, Hampshire Co., Thursday night, between 8 and 9 o'clock. In Frederickburg, at the time indicated, we had one of the severest flashes of lightning, and heaviest claps of thunder seen or heard for years. The thunder must have jarred the Ashlandites—that's all.—Fredericksburg Herald.

Mount Vesuvius is reported to be in a state of violent eruption, and to present a scene of unwonted grandeur. Naples is crowded with visitors, and tourists are arriving from all parts of Europe to witness the spectacle.

James O'Neill has just been released from the Rhode Island State prison, having, after eight years' incarceration been proved innocent.

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Letter from West Virginia.

In the Chambersburg, Pa., Valley Spirit of last week, we find the following:—